



IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of:

Date: August 20, 2004

JOHN DAVID RUSSELL,  
ALLAN J. KOTWICKI and  
DAVID JOHN RUTKOWSKI

Examiner: John Kwon

Serial No.: 10/022,800

Group Art Unit: 3747

Filed : December 18, 2001

For : VEHICLE CONTROL SYSTEM

Mail Stop RCE  
Commissioner for Patents  
P.O. Box 1450  
Alexandria, Virginia 22313-1450

S i r :

**INFORMATION DISCLOSURE STATEMENT**  
**UNDER 37 C.F.R. §§ 1.56, 1.97, and 1.98**

Applicants are submitting this Information Disclosure Statement pursuant to 37 C.F.R. §§ 1.56, 1.97, and 1.98 to disclose to the U.S. Patent and Trademark Office the patents, publications, applications, and/or other references listed on the enclosed, completed PTO-1449 form(s). The filing of this Information Disclosure Statement should not be construed as a representation that a search has been made or as an admission that the listed references are prior art for this application. Applicants respectfully request that the listed references be expressly considered during prosecution of the application, and that the references be made of record therein and appear among the "references cited" on any patents issuing therefrom.

**CONTENT OF DISCLOSURE**

This Information Disclosure Statement includes (1) 1 page of PTO-1449 forms, and (2) a legible copy of each reference listed on the form.

Match and Return

#### FOREIGN-LANGUAGE REFERENCES

A concise explanation of the relevance of each listed reference not in the English language follows:

German Patent No. 3815067: This patent purports to disclose a method in order to prevent bucking vibrations in a vehicle with spark-ignition engine, the camshaft of the spark-ignition engine is rotated relative to the crankshaft at approximately the bucking frequency. The resulting variations in the torque output counteract the bucking movement.

German Patent No. 19620883: This patent purports to disclose the power output of the internal combustion engine is controlled by varying the timing of opening and closing of the inlet and exhaust valves. Reducing the period of opening of the inlet valve, especially earlier closing, may reduce the amount of mixture drawn into each cylinder on the induction stroke. Power generated by the engine is reduced with minimum wiredrawing of mixture through narrow passages. The throttle valve is retained for use during overrun and braking periods, to enable recharging of the vacuum reservoir in the usual way.

MTZ Magazine Article: This article purports to disclose an engine with throttle-free load control with fully variable valve gear in the Daimler Chrysler. The article appears to discuss development trends with diesel and petrol engines, development of specific fuel consumption, loss factors with a conventional petrol engine, specific consumption of various engine concepts, charge cycles with throttle-free load controls, function principles of mechanical fully variable valve trains, cylinder head drive forces, intake velocity at the valve gaps, enhanced fuel economy within the map range, electromechanical valve trains and system components, valve opening motion phases, process control options, torque potential of electromechanical

valve train, operating conditions and functional requirements of electromechanical valve trains and overall energy balance.

**TIMING OF DISCLOSURE / FEE INFORMATION**

This Information Disclosure Statement is being filed with the application or with a Request for Continued Examination of the application under 37 C.F.R. §1.114. Therefore, in accordance with 37 C.F.R. § 1.97(b), no fee or statement under 37 C.F.R. § 1.97(e) is required.

Please contact the undersigned with any questions or comments regarding this Information Disclosure Statement.


**CERTIFICATE OF MAILING**

I hereby certify that this correspondence is being deposited with the United States Postal Service as first class mail in an envelope addressed to: Mail Stop RCE, Commissioner for Patents, P.O. Box 1450, Alexandria, Virginia 22313-1450, on August 20, 2004.

  
Lauren Barberena

Respectfully submitted,

KOLISCH HARTWELL, P.C.

  
B. Anna McCoy  
Registration No. 46,077  
Customer No. 36865  
520 S.W. Yamhill St, Suite 200  
Portland, Oregon 97204  
Telephone: (503) 224-6655  
Facsimile: (503) 295-6679  
Attorney for Applicant

SHEET 1 OF 1

FORM PTO-1449

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CITATION IN AN APPLICATIONDOCKET NUMBER  
81046901APPLICATION NUMBER  
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## U.S. PATENT DOCUMENTS

EXAMINER INITIAL	DOCUMENT NUMBER	DATE	NAME	CLASS	SUB CLASS	FIL. DATE IF APPROP.

## FOREIGN PATENT DOCUMENTS

	DOCUMENT NUMBER	DATE	COUNTRY	CLASS	SUB CLASS	TRANSLATION YES NO
	38 15 067	9-21-89	DE			Abstract only
	196 20 883	11-27-97	DE			Abstract only

## OTHER DOCUMENTS

	KLUTING, FLIERL, GRUDNO and LUTTERMANN; <i>MTZ Magazine</i> , August 1999, "Drosselfreie Laststeuerung mit vollvariablen Ventiltrieben"

EXAMINER

DATE CONSIDERED